



International Civil Aviation Organization

**The Fourth Meeting of the Asia/Pacific ICAO Flight Plan and ATS Messages
Implementation Task Force (FPL&AM/TF/4)**

Bangkok, Thailand, 2 – 3 June 2011

Agenda Item 5: Aspects of Implementation in Asia/Pacific region

**IMPLEMENTATION PLAN OF THE NEW ICAO FLIGHT
PLAN AND ASSOCIATED ATS UPDTE MESSAGES
IN MALAYSIA**

(Presented by Malaysia)

SUMMARY

This information paper provides a status and overview of the steps taken by Malaysia to harmonize with the rest of the region for the implementation of New ICAO Flight Plan and ATS messages.

1. INTRODUCTION

1.1 Malaysia has performed a study on the various automated systems which may be affected by the revised ICAO FPL and ATS messages.

1.1 A local taskforce has been established to look into what needs to be upgraded and how to fit this into ICAO's implementation schedule.

2. DISCUSSION

2.1 Evaluation and Identification of FPL Systems/Subsystems for Upgrade

2.2 Malaysia Automated Aeronautical Information System (MAAIS)

2.2.1 MAAIS is an Automatic Flight Plan and ATS Messages cum NOTAM management system. For Flight Plans and ATS messages, it manages filing / approval / notification and distribution for flights out of Kuala Lumpur International Airport (WMKK) and Sultan Abdul Aziz Shah Airport (WMSA)

2.2.2 It has been identified that the FPL and ATS messages mask needs to be upgraded in order to support the new ICAO FPL format and DOF fields.

2.3 Aeronautical Information Terminal (AIT)

2.3.1 AIT is a graphical user interface for the AFTN system. The Flight Plan and ATS messages mask had been identified for upgrade to support the new ICAO FPL format.

2.3.2 The AFTN Server and Agent will be replaced by an AFTN/AMHS by end 2012. The AIT FPL and ATS messages mask capable of handling the NEW format will be operational by end 2011.

2.4 Flight Data Processor Server (FDP)

2.4.1 The FPL and ATS associated masks in the FDP will be upgraded to support the new identifiers.

2.4.2 The 3 FDPs (located at Kuala Lumpur Air Traffic Control Centre, Kota Kinabalu Air Traffic Control Centre & Kuching Air Traffic Control Sub-Centre) are in the process of being upgraded and the new ICAO FPL requirements have been captured in the System Design-and is expected to be in operational by December 2011.

2.5 Flight Plan Filing Format

There will be choices of filing either OLD or NEW format in the Flight Plan mask

2.6 Views on managing DOF(DATE OF FLIGHT) during Transition

2.7 The sub-field DOF is recommended to be included in all flight plans and associated messages submitted for transmission for easy data association and future plans for flight plan storage and updating.

2.8 On the proposal of inserting '0' for current day, Malaysia believes some software changes would be necessary, and it may create errors especially for those ANSP's systems that are not compliant yet with the DOF handling during the Transition Stage.

2.9 DOF/-FIVE DAYS (120HRS) ADVANCED FPL LODGMENT

2.9.1 To effectively manage FPLs filed in advance by up to 5 days or 120 hours, Malaysia believes an Integrated Initial Flight Plan System (IFPS) is required.

2.9.2 A manual defining all requirements that also fulfils the needs of the various stakeholders is required to harmonise regional implementation. It is suggested that Eurocontrol's IFPS/Regional Documents be used as guideline.

3. ACTION BY THE MEETING

3.1 In summary, there are 2 parts in ICAO's implementations of the New FPL and ATS Messages format and the management of 5days advance FPL/ATS Messages lodgment. Malaysia will endeavour to implement the New FPL format by 15th November 2012.

3.2 Malaysia will support any regional initiative on management of 5days advance FPL/ATS Messages handling.

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